

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently Amended) A method for controlling an automatic transmission comprising the steps of:

- (a)——obtaining positioning data using a global positioning satellite (GPS);
- (b)——monitoring the automatic transmission to obtain transmission data;
- (c)——learning whether performance of the automatic transmission is improvable utilizing the positioning data and the transmission data;

wherein the learning step (c) determines that the performance of the automatic transmission is improvable when a ~~particular predetermined~~ load on the automatic transmission system increases by a particular amount within a particular time;

- (d)——adjusting a shift threshold for the automatic transmission for the positioning data if the learning step (c) determines that the performance of the automatic transmission is improvable and if the positioning data can be obtained using the GPS, and setting the shift threshold to a preset shift threshold if the positioning data cannot be obtained using the GPS.

2. (Currently Amended) A method for controlling an automatic transmission comprising the steps of:

- (a)——obtaining positioning data using a global positioning satellite (GPS);
- (b)——monitoring the automatic transmission to obtain transmission data;

(c)——learning whether performance of the automatic transmission is improvable utilizing the positioning data and the transmission data;

(d)——adjusting a shift threshold for the automatic transmission for the positioning data if the learning step (e) determines that the performance of the automatic transmission is improvable;

(e)——determining whether a one-time event has occurred; and

(f)——ensuring that the automatic transmission is at a factory setting if the one-time event has occurred.

3. (Currently amended) The method of claim 1 the threshold-adjusting step (d)-further includes the steps of:

(d1)——determining whether a driving condition exists; and

(d2)——determining a desired threshold for the automatic transmission based on the driving condition.

4. (Currently Amended) A method for controlling an automatic transmission comprising the steps of:

(a)——obtaining positioning data using a global positioning satellite (GPS);

(b)——monitoring the automatic transmission to obtain transmission data;

(c)——learning whether performance of the automatic transmission is improvable utilizing the positioning data and the transmission data, the learning step (c)-further including the step of

(e1)—determining that the performance is improvable if the automatic transmission performs an unnecessary shift a particular number of times, the unnecessary shift being a shift that occurs for less than or equal to a particular amount of time; and

(d)—adjusting a shift threshold for the automatic transmission for the positioning data if the learning step (e)—determines that the performance of the automatic transmission is improvable.

5. (Currently Amended) The method of claim 1 wherein the adjusting step (d) further includes the steps of:

(d1)—determining a particular shift thresholds; and

(d2)—adjusting the shift threshold by a portion of a difference between a current shift threshold and the particular shift threshold each time the learning step (e)—determines that the performance of the automatic transmission can be improved.

6. (Currently Amended) The method of claim 1 further comprising the step of:

(e)—storing a record of the positioning data and transmission data each time the obtaining and monitoring steps (a) and (b) are performed.

7. (Currently Amended) The method of claim 6 further comprising the step of:

(f)—removing the record if the positioning data in the obtaining step (a) is not repeated for a particular time.

8. (Currently Amended) The method of claim 1 wherein the monitoring step ~~(b)~~ further includes the step of:

~~(b1)~~—monitoring a load on the transmission.

9. (Currently Amended) The method of claim 8 wherein the learning step ~~(e)~~ further includes the step of:

~~(e1)~~—determining whether the load indicates that the automatic transmission is to shift up or shift down and wherein the shift threshold adjusting step ~~(d)~~ includes the step of

~~(d1)~~—adjusting the shift level up if the load indicates that the automatic transmission is to shift up and adjusting the shift threshold down if the load indicates that the automatic transmission is to shift down.

10. (Currently Amended) The method of claim 1 wherein the position obtaining step ~~(a)~~ further obtains an altitude from the BPS and wherein the shift threshold adjusting step ~~(d)~~ further includes the step of:

~~(d1)~~—adjusting the shift threshold for the automatic transmission based on the altitude.

11. (Withdrawn) A system for controlling an automatic transmission comprising:

a global positioning satellite (GPS) subsystem for obtaining positioning data using a GPS satellite;

a transmission subsystem coupled to the transmission and the GPS subsystem for monitoring the automatic transmission to obtain transmission data, for learning whether performance of the automatic transmission is improvable utilizing the positioning data and the

transmission data and for adjusting a shift threshold for the automatic transmission for the positioning data if the transmission subsystem determines that the performance of the automatic transmission is improvable; and

wherein the automatic transmission includes a preset shift threshold and wherein if the GPS subsystem is off, the transmission subsystem sets the shift threshold to the preset shift threshold;

wherein the automatic transmission subsystem determines that the performance of the automatic transmission is improvable when a particular load on the automatic transmission system increases by a particular amount within a particular time.

12. (Withdrawn) A system for controlling an automatic transmission comprising:

a global positioning satellite (GPS) subsystem for obtaining positioning data using a GPS satellite;

a transmission subsystem coupled to the transmission and the GPS subsystem for monitoring the automatic transmission to obtain transmission data, for learning whether performance of the automatic transmission is improvable utilizing the positioning data and the transmission data and for adjusting a shift threshold for the automatic transmission for the positioning data the transmission subsystem determines that the performance of the automatic transmission is improvable; and

wherein the transmission subsystem further determines whether a one-time event has occurred and ensures that the automatic transmission is at a factory setting if the one-time event has occurred.

13. (Withdrawn) The system of claim 11 wherein the transmission subsystem adjusts the threshold by determining whether a driving condition exists and determining a desired threshold for the automatic transmission based on the driving condition.

14. (Withdrawn) The system of claim 11 wherein the transmission subsystem further adjusts the shift threshold only if the transmission subsystem determines a particular number of times that the performance of the automatic transmission is improvable.

15. (Withdrawn) The system of claim 11 wherein the transmission subsystem further adjusts the shift threshold each time the transmission subsystem determines that performance of the automatic transmission is improvable.

16. (Withdrawn) The system of claim 11 further comprising:
a memory coupled to the transmission subsystem for storing a record of the positioning data and transmission data.

17. (Withdrawn) The system of claim 16 wherein the transmission subsystem further removes the record if the positioning data is not repeated for a particular time.

18. (Withdrawn) The system of claim 11 wherein the transmission subsystem monitors a load on the transmission.

19. (Withdrawn) The system of claim 18 wherein the transmission subsystem determines whether the load indicates that the automatic transmission is to shift up or shift down and wherein the transmission subsystem further adjusts the shift level up if the load indicates that the automatic transmission is to shift up and adjusting the shift threshold down if the load indicates that the automatic transmission is to shift down.

20. (Withdrawn) The system of claim 11 wherein the GPS subsystem and the transmission subsystem are integrated into the automatic transmission.

21. (Withdrawn) The system of claim 11 wherein the GPS subsystem is integrated into a GPS navigation system.

22. Cancelled.

23. (Currently Amended) A method for controlling an automatic transmission comprising the steps of:

(a)——obtaining positioning data using a global positioning satellite (GPS);

(b)——monitoring the automatic transmission to obtain transmission data;

(c)——learning whether performance of the automatic transmission is improvable utilizing the positioning data and the transmission data, the performance of the automatic transmission being improved by a shift threshold adjustment if the automatic transmission performs an unnecessary shift, the unnecessary shift being a shift that occurs for less than or equal to a particular amount of time; and

(d)——adjusting a shift threshold for the automatic transmission for the positioning data if the learning step (e)—determines that the performance of the automatic transmission is improvable.

24. (Withdrawn) A system for controlling an automatic transmission comprising:
a global positioning satellite (GPS) subsystem for obtaining positioning data using a GPS satellite;

a transmission subsystem coupled to the transmission and the GPS subsystem for monitoring the automatic transmission to obtain transmission data, for learning whether performance of the automatic transmission is improvable utilizing the positioning data and the transmission data, the performance of the automatic transmission being improved by a shift threshold adjustment if the automatic transmission performs an unnecessary shift, the unnecessary shift being a shift that occurs for less than or equal to a particular amount of time, and for adjusting a shift threshold for the automatic transmission for the positioning data if the performance of the automatic transmission can be improved.